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SUPPLEMENT TO
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1. In 1951 the number of workers of all categories in the system of the merchant fleet, including those in the central administration, consisted of approximately 343.5 thousand persons. The total yearly workers' wage bill consisted of about 2 billion 600 million rubles. This figure included: Base pay of about 2 billion rubles and bonus pay (overtime pay) of about 600 million rubles.
2. On the basis of workers' categories the total wage bill is broken down approximately as follows:
 - (a) Shipboard personnel of the transport fleet - 450 million rubles
 - (b) Shipboard personnel of the technical fleet - 25 million rubles
 - (c) Shipboard personnel of the service-auxiliary fleet - 180 million rubles
 - (d) Shore-based engineering-technical personnel, administrative functionaries and employees - 435 million rubles
 - (e) Shore-based labor - 1470 million rubles
 - (f) Training of cadres - 40 million rubles

TOTAL 2600 million rubles

25 YEAR RE-REVIEW

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3. In 1951 the number of workers of all categories in the river transport system, including all personnel in the central administration, consisted of more than 748,000 persons. The total yearly wage bill for these workers amounted to about 4 billion 800 million rubles.
4. On the basis of workers' categories the wage bill may be broken down in about the following manner:
- | | |
|---|----------------------|
| (a) Shipboard personnel of the transport fleet | - 1 billion rubles |
| (b) Shipboard personnel of the technical and service-auxiliary fleet | - 450 million rubles |
| (c) Shore-based administrative functionaries, engineering-technical officials and employees | -1100 million rubles |
| (d) Short-based labor | -2200 million rubles |
| (e) Training of cadres | - 50 million rubles |
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| TOTAL | 4800 million rubles |
5. The difference between wages of workers employed in the merchant transport fleet and those employed in the river transport fleet is as follows:
- (a) In the river transport system the duty schedules and tariff scales for the different types of work are, on the average, 10-15% lower than those in the merchant transport system.
- (b) In the river transport system, premium (bonus) payments (they are included in the wage bill) are lower than they are in the merchant transport system.
- (c) Some type of compensation which is established for workers employed in the merchant fleet system does not exist for workers employed in the river fleet system.
6. The above-listed figures on expenditures for workers' pay may not be quite accurate, but these inaccuracies are of no particular importance and will have no considerable influence in changing the total picture.

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